

# On the Approach



## Administrator's Message



*Christopher Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.*

Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division!

On June 1, 2011 deadly tornados struck homes and businesses across a forty mile stretch in Western and Central Massachusetts. Unfortunately, Southbridge Municipal Airport took a direct hit and there was significant damage to the airport's landside infrastructure. Numerous aircraft hangars were destroyed or sustained significant structural damage and the airport terminal building suffered extensive damage. Sixteen of the 35 based aircraft were

picked up and thrown across the main aircraft parking apron, onto the taxiway and/or into a nearby swamp and trees.

Also, sections of the airport perimeter fence were ripped off their fence posts. Fortunately there was little or no damage to the airport's air-side infrastructure and thankfully there were no injuries or fatalities at the airport. After receiving a phone call from the airport regarding the damage, both the MassDOT Aeronautics Division and



*Damage at Southbridge Municipal Airport resulting from the June 1, 2011 tornado that struck the area.*

Federal Aviation Administration (FAA) sent staff to the airport to assess the damage and assist airport management. Others also quickly responded to the airport's needs including: the MassDOT Highway Division and the Massachusetts Port Authority. The MassDOT Highway Division responded to help secure the airport by coordinating and overseeing

the airport perimeter fence line repair. Andy Davis, Airport Director of Worcester Regional Airport and several members of the Worcester Regional Airport Maintenance Team delivered two lighted hydraulic runway

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*Above: damage at Southbridge Municipal Airport resulting from the June 1, 2011 tornado that struck the area. Left: lighted hydraulic runway closure markings loaned to the airport by Worcester Regional Airport.*

*The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.*

closure markings to Southbridge Municipal Airport so that they could safely close the runway. This type of response and coordinated effort is a positive example of transportation reform at work in Massachusetts. The staff at the MassDOT Aeronautics Division will continue to work closely with Jim Latour, Airport Manager of Southbridge Municipal Airport, and the Southbridge Airport Commission in the rebuilding efforts of the landside infrastructure at Southbridge Municipal Airport.

The Statewide Airport Economic Impact Study of the 38 public-use general aviation airports throughout the Commonwealth is progressing well. The Project Management Team (PMT), lead by Scott Sanders of Wilbur Smith Associates, is evaluating and calculating the information we received from our industry stakeholders. Thank you to all the participants who completed the surveys and for sharing your information for this important statewide project! Also, the PMT is working on a seven to nine minute video that will highlight the economic importance of our general aviation airport system in the Commonwealth as well as other case studies included in this project.

The Statewide Runway Crack Sealing/Repair and Markings Project at 21 public-use general aviation facilities throughout the Commonwealth is complete. The project addressed the pavement cracks and painted markings on the primary runways. This preventative maintenance and safety project was completed on time thanks to the dedicated efforts of Tom Mahoney, PE, Manager of Airport Engineering at MassDOT Aeronautics Division; Hoyle Tanner, and Associates; Jacobs; and Sealcoating, Inc.

As the Administrator of the Aeronautics Division, I have the distinct pleasure and honor to work with a group of dedicated and conscientious individuals that share a common passion towards aviation and a keen interest in our Statewide Airport System. Over the past several months, two members of our team, Denise Garcia, Manager of Aviation Planning, and Katie Servis, Airport Environmental Analyst, were recognized at the State House by Governor Patrick and at the State Transportation Building by Secretary Mullan for their excellence and accomplishments in the workplace.

Lastly, I am pleased to welcome Kathleen Mahoney to the MassDOT Aeronautics Division Team as an Airport Engineer. Please see the article on Kathleen on page 4. ■



*Katie Servis, picture above receives the MassDOT 2011 Aeronautics Division Annual*

*Performance Recognition Award from Jeffrey B. Mullan, MassDOT Secretary & Chief Executive Officer. While Denise Garcia, pictured above, far right, receives a Governor's Citation for graduating from the inaugural Commonwealth Management Certificate Program (CMCP).*



*Above: Crack sealing at Orange Municipal Airport. Left: Finished product - cracks sealed and new pavement paint markings at Nantucket Memorial Airport in February 2011.*



## *Just Plane Folks - Featuring Dave Dinneen*

*By: Tom Mahoney (MassDOT Aeronautics Division)*

According to Merriam-Webster, the word "passion" is defined in numerous ways, among them: a) a strong feeling of enthusiasm or excitement for something or about doing something; b) something that you enjoy or love doing very much; and c) a strong feeling of love for something. I would submit that if you look up the word "passion" in the dictionary, you may find the following:



**Passion \pash-en\:** a) a strong feeling of love for aviation that is unsurpassed; b) a strong feeling for love of one's family; c) a strong feeling of enthusiasm or excitement to revive a yearning to sail.

**Synonym:** DAVE DINNEEN.



**A strong feeling of love for aviation that is unsurpassed** - David's passion for aviation started very young. In his teens, he worked with his father, Donald, at Taunton Municipal Airport doing everything from taking out the garbage to cleaning or fueling aircraft. In 1979, his father purchased the Fixed Based Operation (FBO) at Taunton (KING Aviation) and after college David began working for the family business and learned how to manage the FBO from his father. In 1988, David passed the Massachusetts Airport Manager's test to become the youngest airport manager in the state. Under his father's tutelage, David learned the business so well that at the age of 26, David went out on his own and created KING Aviation at the Mansfield Municipal Airport. Shortly after he started the Mansfield business, he was joined by his sister Kelley. KING Aviation Mansfield is now celebrating its 20<sup>th</sup> year of operation and has grown to employ 15 full and part time persons, with David as the President.

Not only does David run a successful FBO business, but he is also the Airport Manager at Mansfield Municipal Airport and recently began a second position as a part-time airport manager at Marshfield Municipal Airport in Marshfield, MA. David also serves on the Board of Directors for the Massachusetts Airport Management Association (MAMA). Although MAMA was formed



*David is pictured here with his sister and KING Aviation (Mansfield) business partner, Kelley Dinneen.*

in 1972 to share aviation related ideas as a part-time group, the organization grew throughout the years and started to tackle more difficult and complex aviation issues that needed full-time representation. David recognized that in order to be a true advocate for aviation in Massachusetts, the organization needed an Executive Director. Therefore in 2009, David was appointed MAMA's first Executive Director and he is ready to take MAMA to the next level! His 5-year plan is to boost membership by 35 percent, award aviation scholarships, and more actively represent aviation in Massachusetts to national organizations such as the American Association of Airport Executives (AAAE), Aircraft Owners and Pilot's Association (AOPA), and National Business Aviation Association (NBAA) and locally at the Massachusetts State House. On the state level, he is participating in various transportation committees such as the GAP Committee (designed to bring together all modes of transportation) and the Transportation Advisory Committee (TAC). He is also on the Finance Sub-committee of the TAC.

**A strong feeling of love of one's family** - In 1995 David married the love of his life, Paula. Together they are raising two wonderful children, Elizabeth, age 13, and David, age 3. David and the family live in Scituate, a place where David loves working around the house and spending as much time as possible with his family. Because David's job is not your typical 9 to 5 work day, he has more flexibility to schedule time with his children. In fact, David's favorite time of day is first thing in the morning when he helps Elizabeth get off to school and gets his son David ready for daycare.

David is also a community activist. In an effort to make Scituate a better place to live for his family and others, David has become a community volunteer for the Town. He serves as Chairman of the Public Building Committee, which is responsible for improvements to town owned buildings such as several school buildings, the public library, and others.

**A strong feeling of enthusiasm or excitement to revive a yearning to sail** - David's father not only taught him about the aviation business; he also taught him how to sail, a passion that started for David at the age of eight. By the time David was 12, he was racing his vessel competitively. Passionate about sailing, David tested his skills in two nationally recognized junior championship races, the National Junior Doublehanded Sailing Championships, and a third national championship aboard a boat skippered by his father, a day that made him so very proud!!! Although David's busy schedule and family life have put a slight delay on sailing the ocean blue, his passion for sailing has never waned and he hopes to get back out there in the near future.

David's passion is what makes David, well, David. It is his life, it is what makes David tick no matter if it is a passion for aviation, family, or sailing. This passion is infectious and has touched everyone who has had the pleasure to meet him. We can't thank him enough for being who he is. He has truly made a difference in the many lives he has touched! And it looks like that passion may be hereditary - his eldest child, Elizabeth, is following in her father's footsteps. She loves to fly and help out at the FBO by answering the phones, organizing paperwork, or plowing the aprons in the winter (with dad's help of course). ■



## Welcome Kathleen Mahoney to the MassDOT Aeronautics Division Family

*MassDOT Aeronautics Division welcomes the newest addition to our Aeronautics family*

*By: Katie R. Servis (MassDOT Aeronautics Division)*

The Massachusetts Department of Transportation (MassDOT) Aeronautics Division is pleased to present to you the newest addition to the MassDOT Aeronautics Division family, Ms. Kathleen Mahoney! An engineer, Kathleen joined our team in June 2011.

Kathleen graduated with a Bachelor of Science degree in Civil Engineering from the University of Massachusetts - Lowell and American Military University with an MBA in Global Business Management. Kathleen is an Engineer-In-Training (EIT) with the desire to become a registered Professional Engineer (PE) in the future. Kathleen comes to the Aeronautics Division with over eight years experience in civil engineering with the majority of her training and experience gained during her six years in the United States Air Force (2003 to 2009).

Kathleen served our country as a civil engineer assigned to the 7<sup>th</sup> Mission Support Group located at Dyess Air Force Base (AFB) in Abilene, TX. While stationed at Dyess, she completed construction projects on runways, taxiways, hangars and aprons in support of B-1B Lancer and C-130 Hercules aircraft operations as well as completing many other non-aviation related facility/road construction projects. From Dyess AFB she was transferred to Kadena AFB located in Okinawa, Japan. Kadena, known as “the hub of airpower in the Pacific”, is home to the Air Force's largest combat wing, the 18<sup>th</sup> Wing. Kadena's fleet consists of: F-15C/D Eagles; KC-135R/T Stratotankers; E-3B/C Sentries; HH-60 Pave Hawks; MC-130H Combat Talon IIs; MC-130P Combat Shadows; RC- and WC- 135s; and Navy P-3 Orions. While stationed at Kadena, Kathleen was assigned to the 18<sup>th</sup> Civil Engineer Group and worked on various airfield construction projects. Kathleen also had her share of deployments to the middle-east: Kuwait (4 month deployment); Iraq (two deployments totaling 9 months); and Afghanistan (3 month deployment) where she was a project manager assigned to several on-base construction projects.

Over the past two years, Kathleen worked at IAP Worldwide Services at Hanscom Air Force Base as a Construction Programmer and continues to serve our country as a Captain in the Rhode Island Air National Guard located at Quonset State Airport (Quonset Air National Guard Base). At Quonset, Kathleen is assigned to the 143<sup>rd</sup> Civil Engineering Squadron and plays a vital role in supervising engineering personnel in the CADD shop.

We welcome Kathleen to her newest assignment, engineering for civilian airports, and we are so excited that she is a part of our aviation family. If you wish to reach Kathleen, please do so at 617.412.3689 or [kathleen.mahoney@state.ma.us](mailto:kathleen.mahoney@state.ma.us). Welcome Kathleen! ■



*Kathleen Mahoney, pictured here, is the newest addition to the Aeronautics Division family. Kathleen will work with Tom Mahoney in Airport Engineering.*

## GreenDOT's Environmental Fact Sheet...

*Featuring the MassDOT Aeronautics Division - “Think Green” Procurement Brochure*

*By: Katie Servis (MassDOT Aeronautics Division)*

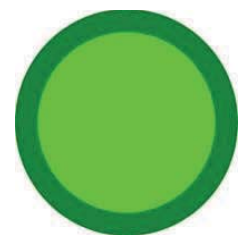
As indicated in past issues, GreenDOT is the Massachusetts Department of Transportation's (MassDOT's) comprehensive environmental responsibility and sustainability initiative designed to make MassDOT a national leader in "greening" the state transportation system. The GreenDOT policy was adopted in June 2010 and has three primary goals which are:

1. Reduce greenhouse gas (GHG) emissions;
2. Promote the healthy transportation options of walking, bicycling, and public transit; and
3. Support for smart growth development.

As a member of MassDOT's Sustainability Committee, I, as well as others within the Committee have been developing fact sheets that highlight “green” initiatives or projects that have been implemented within the transportation system. In past issues we featured the “green” initiatives associated with the following:

- The new terminal building constructed at Nantucket Memorial Airport;
- The 10 kW solar panel system recently installed at Northampton Airport on the roof of one of their hangars; and
- The homemade solar thermal panel developed at Tanner-Hiller Airport to heat the airport's maintenance and storage hangar.

In this issue, our featured fact sheet is the MassDOT Aeronautics Division's - “Think Green” Procurement Brochure. See the GreenDOT Fact Sheet on the following page. ■





Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
Jeffrey B. Mullan, Secretary & CEO



**massDOT**  
Massachusetts Department of Transportation  
**GreenDOT Fact Sheet**

# MassDOT Aeronautics Division's "Think Green" Procurement Brochure

## Description

### **Project Description:** *"THINK GREEN" Procurement Brochure*

The Massachusetts Department of Transportation (MassDOT) Aeronautics Division is committed to helping the environment in any way possible, whether it be large or small in scale. With responsibility for the statewide airport system that includes 36 public use airports and private landing areas, seaplane bases and heliports, the Aeronautics Division felt it important to remind our airports to "think green" and do their part when procuring goods and services...

Airports need a variety of equipment and materials, as well as consultants and other services, to perform its activities, so why not "think green" when acquiring these goods and services! Infrastructure development for all segments of civil aviation such as improvement projects related to enhancing airport safety, capacity, security, and environmental concerns as well as planning and repair projects and airport maintenance, snow removal and fire fighting equipment purchases should be procured with the environment in mind. As a state agency it is the responsibility of the MassDOT Aeronautics Division to be a leader in "greening" the state transportation system by adopting and acting on the GreenDOT policy and its goals of reducing greenhouse gas emissions; promoting the healthy transportation options of walking, bicycling, and public transit; and supporting smart growth development. Therefore, we have created a "think green" procurement brochure designed to provide general guidance to our airports, their consultants, and their general contractors with tips on how they can mitigate their impacts for a particular project.

### **GreenDOT Goals and Targeted Outcomes:**

- 1. Reduce greenhouse gas (GHG) emissions**  
We will give tips on how to mitigate impacts for a particular project.
- 2. Promote the healthy transportation options of walking, bicycling, and public transit**  
We will give tips on how to promote healthy transportation options for a particular project.
- 3. Support smart growth development**  
We will give tips on how to support smart growth development within the airport's community for a particular project.

## Actions to Date

### **Responsible Agencies:**

MassDOT Aeronautics Division

### **Contact Person(s)/Phone #/Email:**

Katie Servis, MassDOT Aeronautics Division, Airport Environmental Analyst 617.412.3690

[katie.servis@state.ma.us](mailto:katie.servis@state.ma.us)

### **Completed Actions/Outcomes to Date:**

A draft "Think Green" Procurement Brochure has been created and sent to Aeronautics Division staff for peer review and comment on layout and content.

## Next Steps

**Start up Date:** July 2011

**Timeframe for Initiative and/or Launch:**  
August/September 2011

### **Next Steps & Schedule:**

1. A draft "Think Green" Procurement Brochure will be sent to staff of MassDOT's Office of Transportation Planning and the Executive Office of Energy and Environmental Affairs' Massachusetts Environmental Policy Act (MEPA) Office for peer review and comment;
2. Develop final "Think Green" Procurement Brochure (August/September 2011);
3. Distribute final "Think Green" Procurement Brochure to the 36 public-use airports in Massachusetts and their consultants; and
4. Present the "Think Green" Procurement Brochure at the October 2011 Massachusetts Airport Managers Association (MAMA) 37th Annual Conference.



## *The Talespinner*

*The first Aeronautics Division newsletter*

By: Katie R. Servis (MassDOT Aeronautics Division)

Apparently 63 years ago, the former Massachusetts Aeronautics Commission (MAC) published the first ever Aeronautics newsletter (and I thought our *On the Approach* was the first one)!!! Our Aeronautics Division intern, Gilberto “Gil” Cardenas, found vintage copies (dated between 1948 and the late 1970’s) of *The Talespinner* in our archives office, which he, along with Steve Rawding (Airport Planner for MassDOT Aeronautics Division), has been diligently cleaning and organizing for the Division. It appears that *The Talespinner* was written and published by the late Crocker Snow, the creator of the MAC and it’s director for over 30 years (1939 to 1976).

Thumbing through several editions, I was comforted by the fact that the Aeronautics Division of yesterday has many similarities, including a common mission,<sup>1</sup> to the Aeronautics Division of today. Articles included the promotion of aviation within the Commonwealth such as, “Airport Maps Near Completion”, an article that highlights joint efforts by MAC and the New England Council to identify the multitude of aviation facilities dotted across the Commonwealth; “Airport Tours for Legislators”, an article that highlights the efforts by MAC to demonstrate to our legislators the importance of aviation within the state; “Airline Flights Offered at Massachusetts Airports”, highlighting the number of commercial service facilities throughout the Commonwealth; “Visit Your Airport Week”, an article that identifies the need to boost aviation and the development of new flying facilities; and my favorite, “Massachusetts Industry Active in Aviation (Industrialists on the Wing)”, a piece that highlights the economic benefits of our airports to area businesses.

Many pieces also covered aviation safety such as, “Nantucket Installs Simple Approach Aid”, which highlights the need for approach aids to assist pilots when landing at the often fog-induced airport; “CAA Advises Filing VFR Flight Plans”, a piece covering the need for flight plans due to a general increase in aircraft operations within the Commonwealth; “For Greater Air Safety”, an article highlighting the need to provide public notice for construction activities that may impact airspace; and my favorite, “New Hazard for Aircraft”, a piece referring to the impact TV antennas have on aviation (I guess they were popping up on several buildings in downtown Boston and causing quite a stir for the aviation community).

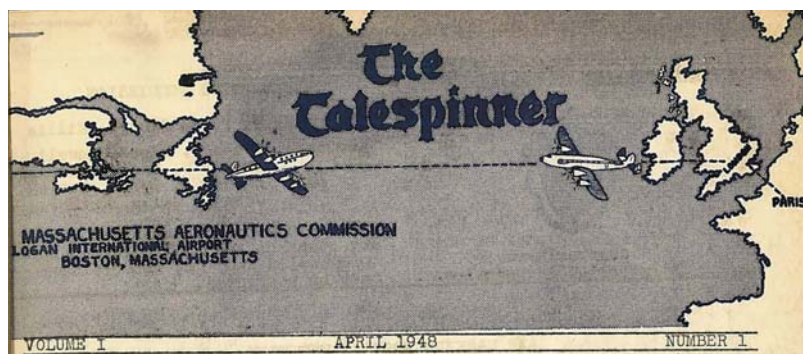
Although many similarities existed, I must note that some things have surely changed, such as the cost of airport development! Several inserts below identify airport development costs as they existed in 1948. If only those were today’s development prices. ■

At Provincetown, where a 3500-foot runway, an access roadway, a plane parking apron and taxiway are to be constructed within a 90-day period at a total cost of \$179,358, much of the rough grading already has been completed. The state's share in the project amounts to \$44,839.50.

A portion of the rough grading has been completed at Fall River where \$260,660 will be spent to build 3500- and 1800-foot runways, an access roadway, taxiway and parking apron. The state's portion is \$65,165.

Work has just started on the \$40,022-project at the Nantucket Airport where state and federal aid funds will be used in constructing a plane parking apron, an access roadway and a drainage system. The cost to the state in this project amounts to \$10,550.

At the Pittsfield Airport, the contractor is engaged in installing a drainage system. Construction will soon start on a 3500-foot runway, the grading of the airport's building area and a parking apron. The state's share of the \$297,400 to be expended is \$74,350.



<sup>1</sup> The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

## FAA Waypoint

*Michelle Ricci provides airport sponsors with regional guidance on the Section 106 coordination process for FAA funded projects*  
*By: Michelle Ricci (Wildlife Hazard Program Manager/Environmental Protection Specialist, FAA, New England Region)*

Have you found yourself asking the question, “What are my notification requirements in regards to the protection of historic properties for airport projects that are federally funded?” Well, the truth is, many airports have asked this question. Hopefully, this article can provide airports with details regarding when and how National Historic Preservation Act (NHPA) Section 106 consultation with State and Tribal Historic Preservation Offices (SHPOs/THPOs) should occur. Historic preservation issues are addressed under Section 106 of the NHPA.

**Background** - Coordination with State Historic Preservation Offices (SHPOs) and American Indian Tribal Historic Preservation Offices (THPOs) must be consistent with NHPA Section 106 guidelines, which state that Section 106 coordination should occur when a proposed project is assessed as part of a National Environmental Policy Act (NEPA) Environmental Assessment (EA) or Environmental Impact Statement (EIS). The Environmental Handbook (Order 5050.4B) identifies how the Federal Aviation Administration (FAA) fulfills NEPA requirements. Although some projects are Categorical Excluded under NEPA and do not require an EA or an EIS, Section 106 review is mandatory for all federal “undertakings”.

**What is an Undertaking** - Section 106 of the NHPA states that, “[an] Undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency; those carried out with federal financial assistance; and those requiring a federal permit, license or approval.” By this definition, all Airport Improvement Program (AIP) grants issued by the FAA – including those that might be Categorical Excluded - are undertakings. Section 106 requires that federal agencies “consider the effects of their undertakings on historic properties”. Historic properties include properties or sites having religious or cultural importance to tribes. In other words, FAA must coordinate with SHPOs/THPOs when FAA conducts an “undertaking”. However, Section 106 further states that, “If the undertaking is a type of activity that does not have the potential to cause effects on historic properties, assuming such historic properties were present, the agency official has no further obligations under Section 106.” Projects that have no potential to cause effects on historic properties include, but are not limited to:

- Master plan updates, environmental, Federal Aviation Regulation (FAR) Part 150 Noise Compatibility and other planning studies;
- Equipment or vehicle purchases such as purchasing snow removal, fire suppression, and/or other maintenance equipment;
- Maintenance and repair projects such as pavement marking and remarking, repairing or replacing in kind existing airfield signs and existing airport lighting, and/or repair or renovation in the interior spaces of non-public buildings less than 50 years old;
- Land purchase that has no construction or demolition; and
- Tree cutting or vegetative removal, with no stump removal and no disturbance of soil.

Once a finding has been made that a project “has no potential to cause effects on historic properties”, the Section 106 process is complete and no further work is required. The above projects are presumed to meet this definition. There are other projects that will also meet this definition; however, remember that all Section 106 findings are made by the FAA.

While planning activities require no consultation, in some cases it may be appropriate to formally or informally consult with a SHPO and THPO during the planning process. For example, as a courtesy, FAA may coordinate a draft airport layout plan if it is probable that there are archaeological resources present on the airport. In addition, during a master plan the FAA or consultant has in the past sometimes contacted a SHPO or THPO to request general information that could be useful. For some master plans, it may be appropriate to invite their participation in planning meetings (i.e. advisory committee or public meetings). As general guidance, it is worthwhile to have informal coordination when the airport in question is clearly within a tribe’s “traditional homeland”. For example, the Narragansetts should be coordinated with on any master plan in RI and the Wampanoags should be aware of any master plan on the Cape and Islands. Certain tribes in Maine also have geographic areas of interest.



**Coordination Guidance** - The FAA and the airport (the sponsor) should coordinate with a SHPO or THPO in the following manner.

1. *Incorporate Section 106 in Environmental Assessments and Impact Statements* - If a project or airport improvement program requires an EA or EIS, the FAA Project Manager and the sponsor will insure that appropriate Section 106 analysis is explicitly included in the project work scope. During the EA or EIS, the initial contact with tribes must be made through the FAA. This contact is typically a letter to the tribe and/or tribes inviting them to consult with us during the process. The letter will be on FAA letterhead and sent to the tribe by the FAA. The sponsor may need to provide project information to the FAA to complete the letter.
2. *Identify and describe projects that require Section 106 consultations* - Projects proposed to take place within the next fiscal year that may require SHPO or THPO consultations should be identified during the preparation of the airport's capital improvement plan (CIP). In an ideal year, the CIP is completed by June 1<sup>st</sup> (for the national "snapshot" of the CIP). Lately, the CIP has not been ready until the end of the calendar year prior to anticipated funding. The FAA will review the CIP to identify projects for the coming fiscal year that have "no potential to cause effects" i.e. projects that do not require Section 106 coordination, or those where a Section 106 coordination has already been completed in an EA or EIS. A list of those projects requiring coordination will be forwarded to each FAA state planner. The FAA planners will provide a brief description of the project with the help of the airport sponsor.
3. *Conduct tribal coordination* - The FAA will draft a letter listing for each tribe the project and/or projects that has potential to cause effects on historic properties and ask if the tribes desire consultations. The letter will request that the THPO respond to FAA within thirty (30) days. The initial contact with a tribe (for each undertaking) must be made by FAA. If the THPO does not respond (or responds negatively), we will assume the THPO does not desire consultations. The information will be communicated to the sponsor. This completes Section 106 coordination. If the THPO desires consultations, the FAA and the sponsor will discuss the next steps to be taken to fulfill Section 106 requirements.
4. *Complete State Historic Preservation Office coordination* - Sponsors with projects requiring SHPO coordination will be contacted by mail by the FAA. The sponsor will be responsible for coordinating with SHPOs to seek their concurrence under Section 106. All correspondence to SHPO's should be submitted in draft form to the FAA for review. SHPO notification should include:
  - A cover letter or statement indicating that the notification is being submitted on behalf of the FAA and the sponsor;
  - A Project Notification Form (<http://www.sec.state.ma.us/mhc/mhccpdf/pnf.pdf>);
  - A U.S. Geological Survey (USGS) locus map with the boundaries of the project site clearly identified;
  - A description of the "undertaking";
  - A plan or sketch showing existing and proposed conditions;
  - Current photographs of the project keyed to the project plan or sketch;
  - A statement that the notification's purpose is to gather data so that a finding may be made, in conformance with Section 106 of the NHPA and state law (if applicable); and
  - Consultation with a SHPO should ideally occur no later than the end of the calendar year prior to the year when FAA funds are sought, but no later than 30 days prior to a grant application. Copies of all correspondence should be provided to the FAA Project Manager. Also see the *On the Approach* (February/March 2010: Volume 1, Issue 1, pages 4-5) *Massachusetts Historical Commission Notification Requirements* for further information on the State notification requirements.
5. *Informal coordination for planning studies* - While planning activities require no consultation, in some cases it may be appropriate to formally or informally consult with a SHPO and/or THPO during the planning process. The level of coordination should be discussed by the sponsor and the FAA.

Please contact Michelle Ricci at 781.238.7631 or [michelle.ricci@faa.gov](mailto:michelle.ricci@faa.gov) if you require additional information. ■

#### References

Section 106 of the National Historic Preservation Act (NHPA) & 36 CFR Part 800	49 U.S.C, Section 303c, formerly Section 4(f) of the US DOT Act.
Executive Order 13175 Consultation and Coordination with Indian Tribal Governments	FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures
DOT Order 5301.1 Dept of Transportation Programs, Policies and Procedures Affecting American Indian, Alaska Native, and Tribes	Environmental Desk Reference for Airport Actions, FAA Office of Airports APP400, Chapter 14 Historic Properties
FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions (commonly called the Environmental Handbook)	



## *Aviation Education in Massachusetts*

*The Aeronautics Division looks a bit closer at aviation industry related undergraduate programs offered within the Commonwealth*  
By: Katie R. Servis (MassDOT Aeronautics Division)

According to online sources such as [www.bestaviation.net](http://www.bestaviation.net) and [www.campusexplorer.com](http://www.campusexplorer.com) the Commonwealth of Massachusetts provides undergraduate students with a choice of among four state colleges, universities and/or training academies that offer undergraduate programs and/or certification geared towards various aviation industry careers. The programs offered in Massachusetts rival those offered by nearby New England states such as Rhode Island offering programs at three colleges and/or universities, Connecticut with two colleges and/or universities, and Vermont and New Hampshire each offering aviation related programs at one college and/or university. In Massachusetts alone, students can earn specialized certificates, associates degrees and/or bachelor degrees in aviation through programs offered at North Shore Community College, National Aviation Academy, Bridgewater State University and Westfield State University. Below is a brief overview of the programs offered at each institution.



**North Shore Community College (NSCC)**, located in Danvers Massachusetts, offers two, two-year associate degree programs in Aviation Science with concentrations in Aviation Management and Flight Training (professional pilot program). According to the NSCC website (<http://www.northshore.edu/>), “The Aviation Management program is designed to provide the student with the general management skills needed for entry-level positions as supervisors, managers or sales trainees, assistant managers, administrators, or administrative assistants in the field of aviation”. The Flight Training program offers students the training required to become fixed-wing commercial pilots with all flight training offered at the NSCC approved flight training facility, Beverly Flight Center, at Beverly Municipal Airport in Beverly, MA.

**National Aviation Academy (NAA)**, located at Hanscom Field in Bedford Massachusetts, and formerly known as East Coast Aero Tech, offers one aviation certification program, Aviation Maintenance Technology (AMT). The AMT program provides the courses and hands-on training that is necessary for students to become certified Airframe & Powerplant (A&P) maintenance professionals. The curriculum is designed to Federal Aviation Administration (FAA) specifications and prepares the students for dual FAA A&P Technician Certification.

According to NAA program managers and the NAA website (<http://www.naa.edu/>), students also have the option of receiving an Associates in Science Degree through arrangements with Middlesex Community College. After completion of the AMT program, students can transfer the AMT program credits to Middlesex Community College, take a few business and general education courses, and receive an Associates Degree. Additionally, the NAA program at Hanscom Field is expanding and future additions include a Flight Training program as well as an Avionics Technology (AVT) program. The AVT program will provide avionics training for the experienced aviation maintenance industry individuals that already hold an FAA A&P Technician Certificate.

**Bridgewater State University (BSU)**, located in Bridgewater Massachusetts, offers a four-year Bachelor of Science degree in Aviation Science, with concentrations in Aviation Management or Flight Training. According to the BSU website (<http://www.bridgew.edu/>), “The aviation management concentration is designed to prepare graduates for managerial and supervisory positions throughout the air transportation industry. Primary flight training is included, along with broad exposure to aviation specific business and management courses. The flight training concentration combines academic studies and flight training, in order to prepare graduates for a wide variety of positions within the air transportation industry, including general, airline and military aviation.” The Aviation Training Center (the flight training facility) is located at the New Bedford Regional Airport, in New Bedford, MA.

**Westfield State University (WSU)**, located in Westfield Massachusetts, offers a four-year Bachelor of Science degree in Aviation with concentrations in Aviation Management or Flight Training offered under the school of Business Management and Economics. According to the WSU website (<http://www.westfield.ma.edu/>), “The Aviation Management program prepares students for a variety of aviation related careers by combining liberal arts, management pedagogy, and flight proficiency. Students will be qualified for careers in general management as well as aviation management”. Fixed wing flight courses are taken at Westfield Flight Academy (formerly Five Star Flight Academy), located at Westfield-Barnes Airport, Westfield, MA; while rotary training is offered

by Northeast Helicopters (Westfield is the only program offering both fixed wing and rotary training). Students have the opportunity to complete licenses (from private pilot to certified flight instructor) as they prepare for careers as pilots.

The aviation programs offered within the Commonwealth of Massachusetts are not only important to the student community, offering a wide variety of educational choices for individuals to earn specialized certificates, associates degrees and/or bachelor degrees in aviation, but the programs also state the importance and strength of the aviation industry within Massachusetts. These institutions are major contributors to the economy that depend on the existence of the statewide airport system and vice versa. These schools are making investments in aviation human know-how and are preparing and training their students to be the next generation of pilots, managers and aircraft mechanics, contributing to a sustainable aviation industry here in Massachusetts and beyond.

We, as the aviation professionals of Massachusetts, can also contribute to a healthy and sustainable aviation industry here in the Commonwealth by partnering with the aviation programs at North Shore Community College, National Aviation Academy, Bridgewater State University and Westfield State University to continue educating our students by providing undergraduate student internships. As highlighted in the April/May 2011 edition of *On the Approach*, student internships are the best way to introduce college students to various career opportunities available within their chosen course of study. Remember, these young professionals are the industry's future and it is up to the industry to step forward and provide these aviation students with a chance to im-

merse themselves in the day-to-day activities of the industry. It is good for both the student community as well as the economic wellbeing of aviation within the state. Please feel free to contact these schools for more information about their programs. ■

Institution	Contacts	
North Shore Community College	John Bosco	<a href="mailto:jbosco@northshore.edu">jbosco@northshore.edu</a>
National Aviation Academy	Paul Torpey	<a href="mailto:ptorpey@naa.edu">ptorpey@naa.edu</a>
Bridgewater State University	Greg Bongiorno	<a href="mailto:gregory.bongiorno@bridgew.edu">gregory.bongiorno@bridgew.edu</a>
Westfield State University	Gary E. Merlo	<a href="mailto:gmerlo@wsc.ma.edu">gmerlo@wsc.ma.edu</a>

## An Intern's Perspective

*The Aeronautics Division intern provides an update on his undergraduate internship*  
By: Gilberto "Gil" Cardenas (MassDOT Aeronautics Division Intern)

Interning with the MassDOT Aeronautics Division has been a great experience. Working with people in the same career field who share the same passion has made it both a fun and a learning experience. I'm not going to lie, it was a little scary at first because I haven't had the opportunity to intern at a job related to my major (Aviation Management), but I couldn't ask for a more welcoming staff than the hardworking Aeronautics team.

One by one, the staff members took time to sit down with me and teach me about the particulars of safely operating and managing an airport. Each one of them has a different job in the office but as I observed the "flow of paperwork and responsibility", I came to understand the complicated and integrated system developed by the Aeronautics team that ultimately leads to helping build a future for our airports within the Commonwealth.

Besides my one-on-one in-office instruction and tasks that have been given to me, such as creating a database to record instrument flight operations to/from Massachusetts airports and organizing the aviation archives office, I have had the opportunity to attend various meetings and thanks to Katie Servis, Airport Environmental Analyst for the Aeronautics Division, I have had a chance to visit a few of the 36 public-use airports. I met with the managers whom, along with an airport tour, helped me understand how each individual airport operates in it's own unique way.

My appreciation for the Aeronautics Division grows more and more as I spend more time with the agency because they work HARD to achieve maximum safety on all airports to help us as pilots or student pilots to explore our passion for aviation in a more secure way. I thank the Aeronautics Division team for giving me this opportunity to work with them and giving me a glimpse of the real world! I still have a lot to learn but this experience has helped me build a good foundation and I thank them for that. ■



Gilberto "Gil" Cardenas, currently a student at North Shore Community College but transferring to Bridgewater State University in the Fall to continue with his aviation management studies, has been interning with the Aeronautics Division since April 2011.



## Upcoming Events

Date	Location/Time	Event
Sep 10-13	Nashville, TN	<b>NASAO 80th Annual Conference</b> The National Association of State Aviation Officials (NASAO) is celebrating 80 Years of serving the public interest in Aviation at the 80 <sup>th</sup> annual convention and tradeshow. The day and half of forums feature key executives from industry and government discussing the current state of affairs of the GA community, a candid look at regulatory and legislative issues, GA security, and other issues facing the states. Event Contact: <a href="http://www.nasao.org/">http://www.nasao.org/</a> .
Sep 22-24	Hartford, CT	<b>AOPA Aviation Summit</b> The Aircraft Owners and Pilot's Association (AOPA) Aviation Summit is a three day event full of aviation-themed action for all ages and levels of aviation enthusiasm. No matter if you're a student pilot, have had your pilot certificate for decades, or still have your feet firmly planted on the ground but have always kept an eye high in the sky, there is plenty to see and do – you can't afford to miss it! Event Contact: <a href="http://www.aopa.org/summit/experience.html">http://www.aopa.org/summit/experience.html</a> .
Oct 19-20	Salem, MA	<b>MAMA 37th Annual Conference</b> The Massachusetts Airport Management Association (MAMA) will host the 37 <sup>th</sup> Annual Conference in October in Salem. See details below. Event Contact: Dave Dinneen, MAMA Executive Director <a href="mailto:david.dinneen@king1b9.com">david.dinneen@king1b9.com</a> .

## Massachusetts Airport Management Association 37th Annual Conference



**MAMA CONFERENCE**  
SALEM, MA  
October 19th-20th, 2011

### SAVE THE DATE!

**LOCATION:** The Historic Hawthorne Hotel

**MORE:** This conference promises to be a *ghoulish* good time. The conference committee is working hard to put another *creepy* event.

We are working on another strong agenda bringing in national speakers, timely subjects, and useful information that you will use to help your successfully manage your airport. This event is for airport managers, engineers, airport commissioners, aviation businesses and contractors.

We will also have some *spooky* MAMA fun!

### SO MARK YOUR CALENDARS!



## Photo Wrap

A plethora of projects are moving along nicely at Barnstable Municipal Airport including a new air traffic control tower and terminal building to name a few...

Construction of the new air traffic control tower at the Airport is complete less than eleven months after groundbreaking. Here are some particulars:

- The project was completed within the \$6.7 million budget (this includes the future demolition of the old tower) and is being paid with Federal Aviation Administration (FAA) grants and federal stimulus funds;
- The tower is 4,000 square feet, six-stories, and rises 85 feet above ground;
- The building is an Energy-Efficient facility and includes Energy Star-rated heating, ventilation and air conditioning, along with an energy-efficient

elevator and is expected to earn at least a LEED (Leadership in Energy and Environmental Design) "silver" certification; and

- The tower is expected to be fully operational by mid-October 2011 and the old tower demolished sometime in November 2011.

Construction of the new terminal building is progressing nicely:

- The project is estimated to cost \$17.6 million with the MassDOT Board of Directors awarding the airport a \$13.1 million capital grant and the balance of the funds to come from Airport reserves and a \$1.7 million general obligation note by the Town of Barnstable through the Airport;
- The new terminal building, at 35,000 square feet, will replace the existing 50-year-old facility that will be demolished; and
- The terminal is expected to be dedicated and opened this fall. ■



*The new air traffic control tower at Barnstable Municipal Airport is complete and expected to be fully operational by mid-October 2011.*



*Terminal building development at Barnstable Municipal Airport is well underway...*



We're on the web!

[www.mass.gov/massdot/aeronautics](http://www.mass.gov/massdot/aeronautics)



Hey there! MassDOT is using Twitter, Flickr, and the MassDOT blog to stay in touch. Find out what is happening at MassDOT by clicking on the links below or by typing the URL into your web browser:

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